

4-

MOUNT DIABLO CALIFORNIA



AEROPLANE VIEW
SCENIC BOULEVARD



MOUNT DIABLO TOWERS ABOVE ONE OF THE RICHEST AND MOST BEAUTIFUL REGIONS IN ALL CALIFORNIA. THIS VIEW IS ACROSS CLUB GROUNDS



Meridian Mark

MOUNT DIABLO, guardian peak of Central California, rises to a height of nearly 4000 feet. Independent of mountain chains, it gives a commanding view—not of other neighboring peaks, but of the entire heart of the state, embracing valleys, hills, mountains, the bays and rivers and cities, and the Pacific. Because of the central location, the government, in 1851, established upon the summit the meridian base for all northern California.

Lying in Contra Costa county, Mount Diablo is twenty-five miles airline east of San Francisco, seventeen miles east of Oakland and the eastern shore of San Francisco bay, fifty-five miles southwest of Sacramento, and thirty-three miles west of Stockton. It is the only mountain close to San Francisco accessible to the auto tourist.

Whether you make the trip in your own automobile or by the Oakland, Antioch and Eastern electric railroad and the motor bus service of the Mount Diablo Scenic Boulevard Company, this is one of the most splendid journeys America affords. Few mountains in the world, if any, give such a vista. From Mount Diablo's feet extend great stretches of country typical of all phases of California topography and scenery, from the idyllic to the heroically rugged. Here is one of the richest portions of the state, representative of or supreme in several phases of California's farming and deciduous fruit interests, and upon the outskirts of the mountain's zone lie vast industrial plants.

The mountain itself, never twice alike, gives constant delight by the diversity of its moods.

The sea-level naked eye range of visibility from Mount Diablo's height, 3849 feet, is sixty-five miles, giving a diameter of 130 miles and a circumference of 408. Within this area there lie in whole or in part twenty-three counties, and the 13,273 square miles of the circle's area are equal to nearly nine per cent of the total land surface of California. While some of the twenty-three counties are not clearly visible from the summit because of the lie of the land, the sixty-five mile radius assumes the surroundings are flat. The land actually rising, a greater surface is to be seen, and ranges and peaks in distant counties add to the total. Assuming clear weather, there are visible without a glass thirty-five of California's fifty-eight counties. The counties within the theoretic sixty-five mile minimum are:

San Francisco	Alameda	Calaveras	Solano
San Mateo	Contra Costa	Amador	Napa
Santa Cruz	Merced	El Dorado	Sonoma
Santa Clara	Stanislaus	Sacramento	Marin
San Benito	San Joaquin	Sutter	Lake
Monterey	Tuolumne	Yolo	

Beyond this limit, twelve other counties, rising in hills or mountains, may be seen. They are:

Mono	Nevada	Glenn	Mendocino
Mariposa	Sierra	Shasta	Trinity
Placer	Plumas	Siskiyou	Alpine



A TREE COLONNADE APPROACH

The richness of the foreground in all directions is indicated by this: fourteen of the thirty-one cities in California having more than 5000 population each, in 1910, lie within the range of visibility. These cities, containing 782,508 of the 1,314,037 inhabitants of the thirty-one towns of 5000, comprise Alameda, Berkeley, Napa, Oakland, Petaluma, Richmond, Sacramento, San Francisco, San Jose, San Rafael, Santa Cruz, Santa Rosa, Stockton and Vallejo. In 1915 the six cities among these having clearing houses had combined bank clearances of \$3,073,651,968, against \$4,464,626,462 for all California, including these six cities and the seven others with clearing houses. To a great extent this bulk of business is due to the country adjacent to the cities: it is a tremendous wealth-producing region, then, as well as one notable for its scenery, that the visitor sees from Mount Diablo.

This region is that in which American life in California had its beginnings, to be seen today from the same point from which the state's great

ivers, the Sacramento and the San Joaquin, were discovered.

Among the mountains at which one gazes are not only the Sierras and the Coast Range, but Mount Shasta and Lassen Peak, the latter the only active volcano in the United States.

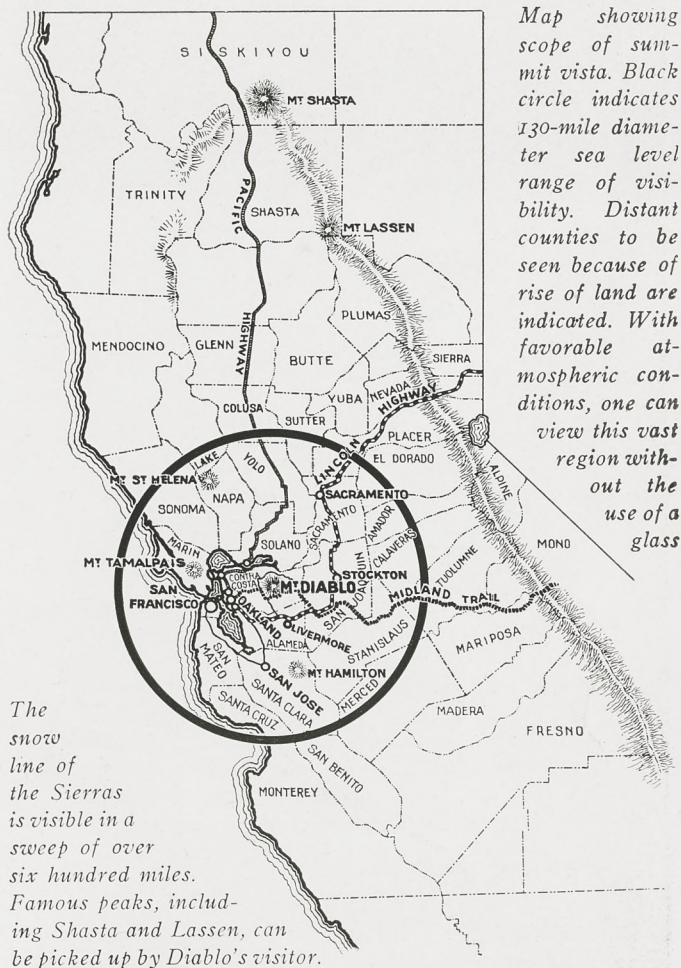
The aeroplane view of this empire, the beauties of Mount Diablo's immediate vicinity, and the majesty of its rocks and pinnacles, were made accessible to the motorist and the tourist in 1916 by the construction of the Mount Diablo Scenic Boulevard. This comprises a system of 22.4 miles of excellent roadway, two branches winding up different flanks, joining three miles from the top. Each entrance to the boulevard is connected with a great network of county, state and continental highways. The northern branch starts not far east of Walnut Creek, past Walwood. The southern runs from Diablo, near the grounds of the Mount Diablo Park country club. Both swing, turn after turn, through the great 10,000-acre Mount Diablo Estate.

The boulevard is a marvel of engineering, in many places cut into rock cliffs. The width is ample for safe and comfortable driving and safety is assured by rock walls and earth embankments.

The establishment of an arboretum in California has been agitated by prominent men, who regard such an institution as not only essential for scientific development upon the Pacific Coast but as a great potential attraction for residents and tourists. It has been conceded, after a great deal of quiet discussion, that the Mount Diablo Scenic Boulevard is an ideal site.

Having a hundred-foot right of way and large areas for reforestation, with ever-changing exposures, maximum variety of soil and varying elevation—and the highway system itself to facilitate study—this would make the greatest arboretum in the world, exceeding in importance even the famous Arnold Arboretum of Harvard, endowed by James Arnold.

The owners of the Mount Diablo Scenic Boulevard offer to make a gift of their property, which cost \$165,000 in cash besides land values, preferably to the University of California, provided at least \$1,000,000 is obtained to endow it as an arboretum, and provided toll charges are continued that an income of \$10,000 to \$20,000 remain as an upkeep fund.





- RAILROADS
- 4 MILEAGE
- AUTOMOBILE HIGHWAYS
- MIDLAND TRAIL EAST VIA TIOGA PASS AND YOSEMITE VALLEY

COPYRIGHT 1915 BY WORTHINGTON GATES

The average grade is less than seven per cent, the northern branch average being somewhat lower than the southern. The maximum is eight per cent, except for a hundred yards up a pinnacle at the summit. Watering places are numerous.

The distance to the summit on the southern route is 12.5 miles; on the other branch, 12.9.

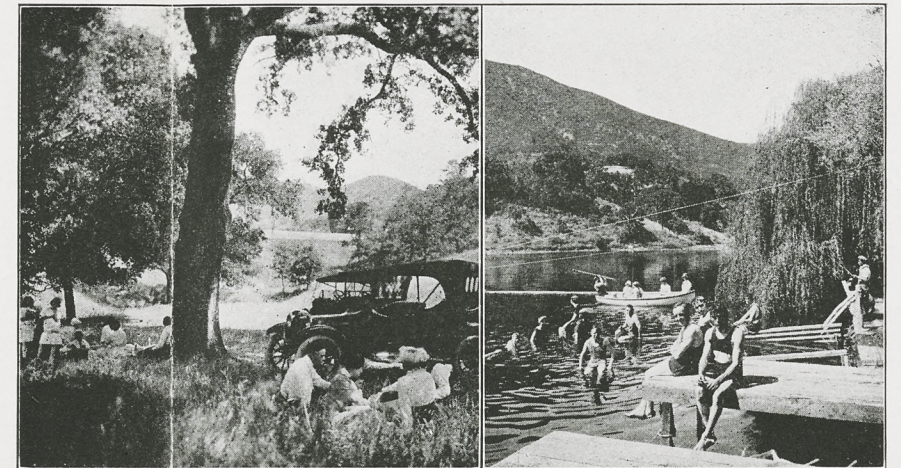
From a point thirty-three miles distant the top has been reached in fifty-five minutes in speed contests. In other cup contests the climb has been made to the final short slope in high gear. An easy running time from Diablo is an hour and twenty or thirty minutes.

Setting out from Diablo, the first sweep reveals the San Ramon valley. A turn west, and the mountain displays itself in full majesty, with the highway visible in eleven turns. Hard by is the Devil's Slide and on another side the Devil's Canyon drops for hundreds of feet almost vertically.

From here the boulevard passes through the Garden of the Jungle Gods, a mile-long exhibit of freakish sandstone rocks, some as big as an office building. Among them are La Rana (the Frog), La Bellena (the Whale), El Perro (the Dog), and the Old Man of the Mountain. These are accessible by footpaths, as are many other points of interest, including cliffs and a series of caverns, some of them interlaced. At the end of the Garden the road passes between two gigantic rocks, one a Gibraltar.

A little climbing, and the San Joaquin valley opens to view, and soon after Ygnacio valley, checkered with orchards and dotted with towns, including Walnut Creek. Other valleys follow: the Moraga, Green (home of the Club), Sycamore, and Tassajara.

There is an especially rugged view of the east slope, along Marsh Creek, before a turn brings into view the Carquinez Straits. Bit by bit the great interior valleys are disclosed, the San Joaquin and the Sacramento rivers, their juncture, the coast mountains, the 600-mile snow line of the Sierras, in clear weather the Farallone Islands standing guard over the Golden Gate thirty miles out at sea, the Gate itself, Lassen Peak, and



A NATURAL PARK MAKES OUT-DOORS A CONSTANT ATTRACTION. AT RIGHT, CLUB LAKE

Mount Shasta, 250 miles to the north, framed by a break in the Sierras.

The boulevard's northern branch, up Pine Canyon, is no less beautiful, whether in ascent or descent.

Secretary of the Interior Franklin K. Lane, whose department controls the chimney-like meridian mark, has granted permission for the building of an observatory there.

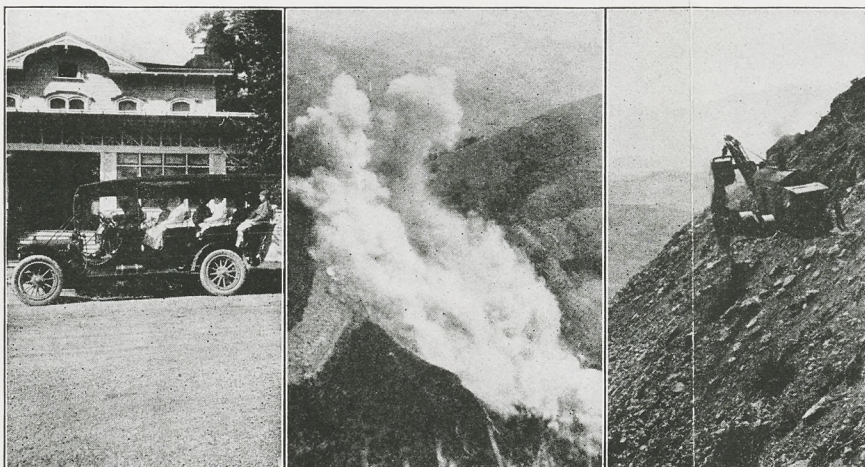
Generous as nature has been, the roadside's beauties have been augmented by the sowing of hundreds of pounds of wildflower seeds, notably the California poppy.

Mount Diablo is interesting from the scientific standpoint. Geologically it is a freak—a rare example of intrusive basalt. Two-thirds of a mile above sea level marine fossil deposits are found. During the building of the boulevard, two gold mines, once worked, were re-discovered. The mountain itself has provided material for excellent roads.

Few regions are richer in Indian and Spanish tradition than the Mount Diablo country. The redskins called the mountain Kah Woo Koom. The first white men to view it were Father

INCREASING ELEVATIONS. BEGINNING (EXTREME LEFT) WITH A VIEW ON THE TUNNEL ROAD, AND SHOWING TYPICAL OAKS AND ROCK WALLS





MOUNTAIN BUS. BUILDING ROADS: DYNAMITE BLAST; STEAM SHOVEL ON ESCARPMENT

Juan Crespi—associate of Serra, founder of California's missions—and Don Pedro Fages, who explored the San Francisco bay region in 1772. The Spanish name, El Monte del Diablo, means Devil's Mountain: the origin of the brimstone flavor is told diversely in several legends, one of which has been set down by Bret Harte.

Years ago the slopes were the site of the famous Oakwood Park stock farm, now part of the Mount Diablo Estate. No comparable holding excels this historic Estate in beauty.

Upon the estate is Mount Diablo Park, where are the homes of members of the Mount Diablo Park Club, a country club whose grounds, including golf links, lake, community farm and other facilities for social and outdoor life—all of which are open only to members and their guests—lie at an elevation of 550 feet. This is a club community such as California has not had before—one that can only be created by enthusiastic nature lovers. Set in a natural park, in which full use has been made of exotic and native resources of plant life, the club buildings and the homes of members near by form a splendid example of the resi-

dential beauties possible of attainment in California.

Within the club grounds, extending in a long sweep from one end of the golf links to the upper extremity of the lake under the boulevard, are the Chalet, the club house, the club inn, which none but members and their guests may enter, and other buildings. In the Park itself are members' homes.

The facility and comfort of auto travel in the Diablo region, and the accessibility by electric railroad, have brought the club a large associate membership as well as resident membership.

The club and the Park are in Green valley. Adjoining this is Sycamore valley, also embraced in the Mount Diablo Estate. Here is one of the finest blooded stock ranches in the country, the Blackhawk Farm of Ansel Mills Easton. At Diablo is the Tavern, for motorists and others.

The east bay shore is reached by these auto ferries:

Southern Pacific Railroad: south end Ferry building, San Francisco, to foot of Broadway, Oakland; half hourly service. Car, 75 cents; each passenger, 5 cents.

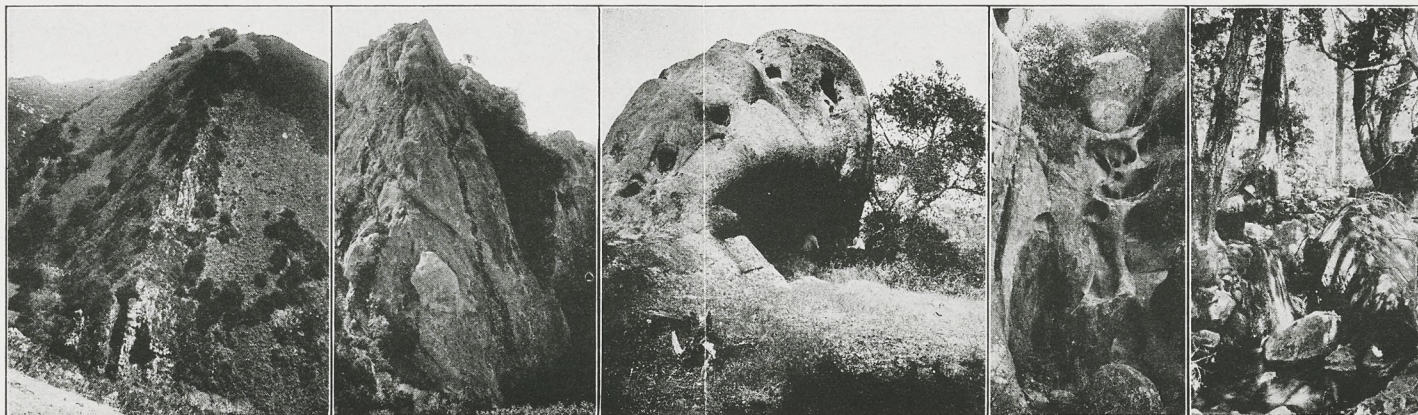
Point Richmond and San Rafael Ferry: five round trips daily between Richmond Point and Point San Quentin. Car, 75 cents; motorcycle, 25 cents; each passenger, 10 cents.

Martinez-Benicia Auto Ferry: hourly service. Car, 75 cents; motorcycle, 25 cents; each passenger, 15 cents.

The Mount Diablo Scenic Boulevard is operated as a toll road, the gates being near Diablo and above the Walnut Creek-Walwood entrance. The tariff is: touring cars, 75 cents; two passenger runabouts and roadsters, 50 cents; motorcycles, 25 cents. Each person in car or on motorcycle, 25 cents; pedestrians, 25 cents.

The auto bus service operated from Diablo by the boulevard company connects with the trains of the Oakland, Antioch and Eastern. The bus trip from Diablo to the summit and back takes three hours. The fare is \$1.50. The point of departure

DEVIL'S SLIDE (LEFT) AND WONDER ROCKS IN GARDEN OF THE JUNGLE GODS. PINNACLES, THE WHALE, OLD STREAM BED AND LIVE STREAM





VIEW OF CLUB INN FROM BROOK

There are few, if any points on the earth's surface from which so extensive an area may be seen . . . hardly much less than that of the whole state of New York.—*Professor J. D. Whitney (1819-1896), the famous geologist after whom the highest peak in the United States was named.*

One can see a larger area of land and water from here than from any other point in the world, because of the atmospheric conditions and Mount Diablo's isolation.—*The late Professor George Davidson, noted geologist of the University of California.*

From the summit of this peak . . . one can best of all view the portion of the state with which early American life had most to do.—*The late Professor Josiah Royce of Harvard in his history of California.*

and arrival is adjacent to the Arcade and the Tavern at Diablo.

The train trip is attractive, country typical of the Diablo region being passed through. The O., A. & E. leaves and enters San Francisco over the ferry system of the Key Route. Passengers from San Francisco or Oakland for Diablo change cars at Sarnap. The fare to Diablo is: one way, from San Francisco, \$1.20; from Oakland, \$1.10; round trip from San Francisco or Oakland, \$1.50.

From the Ferry building, San Francisco, the times of departure daily are 8 a. m., 1 p. m., 4 p. m.; daily except Sunday, 5:15 p. m.; Sundays and holidays only, 9:40 a. m. All trains leave the Fortieth street and Shafter avenue station, Oakland, half an hour after leaving San Francisco. Trains leave Diablo daily at 7 and 8:35 a. m. and 12:35 and 3:30 p. m.; daily except Sunday, 6 p. m.; Sundays and holidays, 6:35 p. m., in addition to the daily schedule.



ON THE O., A. & E. ELECTRIC LINE

Further information can be secured from

The ASK MR. FOSTER TRAVEL INFORMATION SERVICE, New York and elsewhere throughout the United States.

The TOURIST ASSOCIATION OF CENTRAL CALIFORNIA, San Francisco, Los Angeles, Chicago and New York.

The CALIFORNIA STATE AUTOMOBILE ASSOCIATION, 1628 Van Ness avenue, San Francisco; Hotel Oakland, Oakland; Hotel Sacramento, Sacramento; Hotel Fresno, Fresno; San Jose, Stockton, Merced and Sonora.

The OAKLAND CHAMBER OF COMMERCE, Hotel Oakland, Oakland.

The OAKLAND, ANTIOCH & EASTERN RAILWAY, Oakland and San Francisco.

The MOUNT DIABLO SCENIC BOULEVARD COMPANY, San Francisco, Oakland and Diablo.

ROBERT MARSH COMPANY, Marsh-Strong Building, Los Angeles.

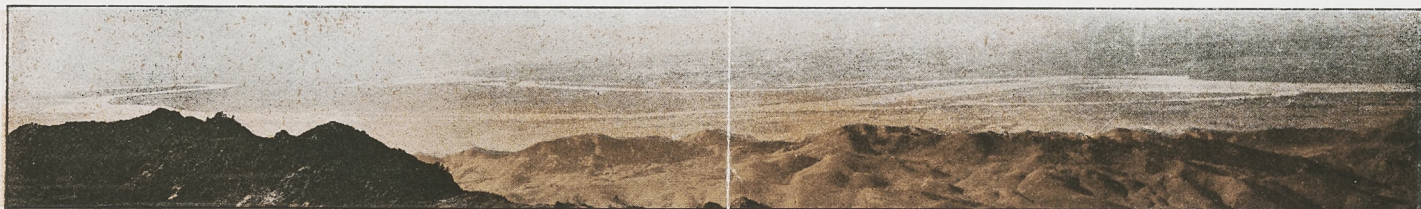
R. N. BURGESS COMPANY

742 Market Street, San Francisco

Diablo, California

15th Street and Broadway, Oakland

AT SUNRISE AND SUNSET THE OUTSPREAD COUNTRY IS ESPECIALLY NOTABLE. CALIFORNIA'S GREAT RIVERS WERE FIRST SEEN FROM MOUNT DIABLO



MOUNT DIABLO CALIFORNIA



AEROPLANE VIEW
SCENIC BOULEVARD